

Message Text

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ACTION IO-14

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SS-15 USIA-15 CAB-05 COME-00 DOTE-00 EB-08 FAA-00

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TAGS: PORG, EAIR, ICAO

SUBJECT: SIXTH REPORT OF U.S. DEL TO 22ND SESSION OF ICAO ASSEMBLY,
SEPT 13 - OCT 5, 1977

1. A SHORT PLENARY WAS HELD SEPT 23 FOR THE PURPOSE OF ADOPTING THE REPORTS OF THE EXECUTIVE COMMITTEE ON AGENDA ITEMS 4, 5, 6, 7 (JOINT INSPECTION UNIT), 9, 13 AND 14 AND RESOLUTIONS ON ITEMS 7 AND 14. THE AMENDMENT TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION TO PROVIDE FOR AN AUTHENTIC RUSSIAN TEXT OF THE CONVENTION WAS APPROVED BY THE REQUISITE TWO-THIRDS MAJORITY OF THE ASSEMBLY AND 94 RATIFICATIONS SPECIFIED AS THE NUMBER REQUIRED TO BRING THE AMENDMENT INTO FORCE.

2. AFTER A LENGTHY DISCUSSION EXTENDING OVER THREE MEETINGS, THE EXECUTIVE COMMITTEE APPROVED THE CONTINUING RESOLUTION ON TECHNICAL ASSISTANCE IN APPENDIX A OF WP/13 WITH MINOR AMENDMENTS. A PROPOSAL BY THE USSR TO INSERT A NEW CLAUSE WELCOMING "COUNCIL ACTION AIMED AT RECEIVING AND EFFECTIVE UTILIZATION OF UNDP FUNDS IN NON-CONVERTIBLE CURRENCIES FOR TECHCICAL COOPERATION IN CIVIL AVIATION" WAS DEFEATED 13-41 (U.S.)-16 AND THE ORIGINAL FIRST RESOLVING CLAUSE AS A WHOLE APPROVED AS IN THE WORKING PAPER 55- (U.S.)-5-8. THE RESOLUTION ON FUNDING FOR TECHNICAL ASSISTANCE
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ACTIVITIES WAS ALSO APPROVED BUT ONLY AFTER THE WORDS ACCEPTING ICAO "AS THE FAVORED EXECUTING AGENCY, CONTRACTOR, SUB-CONTRACTOR OR CONSULTANT" WERE DELETED FROM PARAS. 5 AND 6, AS PROPOSED BY MOROCCO IN LINE WITHE THE U.S. POSITION. QATAR SAID ICAO SHOULD NOT BE TURNED INTO A COMMERCIAL ENTERPRISE. IT WAS EVIDENT THROUGHOUT THE THREE MEETINGS THAT THE DEVELOPING STATES WERE LOOKING FOR MORE MONEY FOR TRAINING IN CIVIL AVIATION.

3. AS SOON AS THE ECONOMIC COMMISSION BEGAN DISCUSSION OF AGENDA ITEM 25, CANADA FORMALLY PROPOSED ADOPTION OF PARA 7 OF WP/37, DIRECTING THE COUNCIL TO EXAMINE THE FEASIBILITY OF CONVENING A SECOND AIR TRANSPORT CONFERENCE PREFERABLY BEFORE THE NEXT REGULAR SESSION OF THE ASSEMBLY. PAKISTAN, INDIA, THE PRC AND SENEGAL IMMEDIATELY SUPPORTED CANADA. THE U.K. SAID IT WOULD BE DESIRABLE TO TAKE ACCOUNT OF THE NEED FOR A SUFFICIENT GAP BETWEEN THE CONFERENCE AND THE ASSEMBLY, AND ARGENTINA SUPPORTED BY VENEZUELA AND JAMAICA, SUGGESTED DELETION OF "PREFERABLY". HOWEVER, CANADA SUPPORTED BY MOROCCO, NORWAY, SWITZERLAND AND BRAZIL WANTED THE ORIGINAL WORKING AND THE TEXT WAS ADLPTED WITHOUT CHANGE.

4. IATA PRESENTED ITS WP/38 ADVOCATING THAT THE WHOLE NOISE PROBLEM RELATING TO INTERNATIONAL CIVIL AVIATION, INCLUDING CHARGES, SHOULD BE HANDLED BY ICAO. (SINCE THE TECHNICAL COMMISSION WAS DISCUSSING THIS SAME AGENDA ITEM 16, SOME DELEGATIONS WERE RELUCTANT TO DISCUSS IT IN THE ECONOMIC COMMISSION AT THIS TIME.) CANADA WANTED A NOTE IN THE COMMISSION'S REPORT THAT IT WAS IMPORTANT FOR ICAO TO MAINTAIN ITS INITIATIVE IN THE AIRCRAFT NOISE AREA, AND JAMAICA SAID THE WORDS IN PARA. 2 OF WP/38 WERE ADEQUATE. CANADA, U.S. AND THE FRG SUPPORTED THIS PROPOSAL. HOWEVER, BRAZIL, SUPPORTED BY SPAIN AND CHILE, SUGGESTED AN ADDITIONAL CLAUSE AS AN AMENDMENT AND IT WAS APPROVED 32-26 (U.S.)-1. THE FOLLOWING STATEMENT AS UNCLASSIFIED

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A WHOLE WAS THEN APPROVED 36-8 (U.S.)-6 FOR TRANSMITTAL TO THE EXECUTIVE COMMITTEE:

"IT IS IMPORTANT THAT ICAO MAINTAINS THE INITIATIVE IN DEVELOPING POLICY GUIDANCE ON THESE AVIATION MATTERS AND NOT LEAVE IT TO OTHER INTERNATIONAL ORGANIZATIONS, AND THAT GOVERNMENTS REFRAIN FROM UNILATERAL MEASURES THAT MAY BE HARMFUL TO THE DEVELOPMENT OF INTERNATIONAL CIVIL AVIATION."

5. BY A VOTE OF 59(U.S. AND USSR)-0-5(MOROCCO, TUNISIA, LEBANON, CUBA) THE LEGAL COMMISSION APPROVED THE DRAFT RESOLUTION WHICH HAS BEEN PRESENTED BY 12 OTHER DELEGATIONS AS AN ALTERNATIVE TO THE SOVIET DRAFT RESOLUTION ON STRENGTHENING OF MEASURES TO SUPPRESS ACTS OF UNLAWFUL INTERFERENCE WITH CIVIL AVIATION. TWO AMENDMENTS PROPOSED BY THE U.K. WERE ACCEPTED AND CONSEQUENTLY IT AGREED TO CO-SPONSOR THE RESOLUTION. ONLY ONE OF FOUR CUBAN PROPOSALS WAS VOTED ON FAVORABLY. SOME STATES SAID THEY WOULD ABSTAIN IN THE VOTE ON THE RESOLUTION BECAUSE IT REFERS ONLY TO ACTS COMMITTED BY INDIVIDUALS AND NOT TO ACTS BY STATES AND RESERVED THE RIGHT TO RAISE THE LATTER ISSUE IN THE EXECUTIVE COMMITTEE OR PLENARY.

6. THE TECHNICAL COMMISSION COMPLETED ITS WORK ON CIVIL AVIATION AND THE HUMAN ENVIRONMENT. THE RESOLUTION WHICH CALLS FOR NO SST RESTRICTION UNTIL ICAO HAS THE OPPORTUNITY TO DEVELOP SARPS HAS YET TO BE FORMULATED. THE U.S. PAPER ON NOISE WITH ITS PROPOSED RESOLUTION WAS ACCEPTED WITH ONLY VERY MINOR CHANGES.

7. IATA SUBMITTED TWO WORKING PAPERS ON REGIONAL PLANNING - ONE PROMOTING THE FURTHER USE OF INFORMAL IMPLEMENTATION MEETINGS BY THE REGIONAL OFFICES TO ACHIEVE IMPLEMENTATION OF THE PLANS. THE OTHER PAPER PROPOSED A CHANGE IN THE RESOLUTIONS TO POINT OUT THAT THE ASSIGNMENT OF AIR TRAFFIC CONTROL RESPONSIBILITY OVER THE HIGH SEAS IN NO WAY AFFECTS THE SOVEREIGNTY OF THAT AIR SPACE. BOTH IN GENERAL WERE ACCEPTED
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AFTER MUCH DEBATE.
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